AMENDMENT TO THE CLAIMS

1. (Currently Amended) A riding simulation system for providing an operator with a simulated experience of a running condition of a motorcycle, said system comprising:

a display for displaying scenery viewable to the operator as a video image on the display, wherein said video image is simulated based on an operating condition designated by the operator through the operation of an operating condition simulating mechanism;

a steering handle mechanism capable of being gripped by the operator;

a body for rotatably securing said steering handle mechanism, the body comprising a pair of left and right main frames, a centrally located main frame, and a pair of sub-frames connected to roughly central portions of the ~~right and~~ left and right main frames so as to extend from the left and right main frames in a direction away from the operator of the simulation system; and

a control unit for said system being mounted in a position between downwardly sloping linear portions of said pair of left and right main frames and under the centrally located main frame, the position of the control unit being such that ~~a major portion~~ most of the control unit extends below where the sub-frames are connected to the downwardly sloping linear portions of left and right main frames, the position of the control unit being rearward with respect to each of the sub-frames.

2. (Previously Presented) The riding simulation system according to claim 1, wherein said steering handle mechanism further comprising:

a steering stem having a generally fan-shaped upper portion,

an elongate steering handle that is integrally held on the steering stem through a holder, the steering handle mechanism further comprising:

lever joint portions through which at least one of a clutch lever and a brake lever are held on the steering handle, and

left and right grips which are mounted respectively to end portions of the steering handle.

3. (Original) The riding simulation system according to claim 1, further comprising a clutch lever and a brake lever.

4. (Original) The riding simulation system according to claim 1, further comprising a steering handle angle sensor for detecting a turning amount of a tip end portion of the stem member.

5. (Original) The riding simulation system according to claim 2, further comprising a steering handle angle sensor for detecting a turning amount of a tip end portion of the stem member.

6. (Original) The riding simulation system according to claim 1, wherein the steering handle mechanism is formed in a cylindrical shape and includes a throttle grip for an accelerating operation of the motorcycle displayed on the display.

7. (Original) The riding simulation system according to claim 2, wherein the steering handle mechanism is formed in a cylindrical shape and includes a throttle grip for an accelerating operation of the motorcycle displayed on the display.

8. (Original) The riding simulation system according to claim 5, wherein the steering handle mechanism is formed in a cylindrical shape and includes a throttle grip for an accelerating operation of the motorcycle displayed on the display.

9. (Original) The riding simulation system according to claim 1, wherein said display is a display for a personal computer.

10. (Previously Presented) The riding simulation system according to claim 1, said control unit further including

a casing being formed in a substantially box shape,

a circuit substrate being disposed in an interior of the casing, and

a plurality of connection cables being connected to the circuit substrate through connectors.

11. (Cancelled)

12. (Previously Presented) The riding simulation system according to claim 1, wherein a casing of the control unit is disposed between a first main frame and a second main frame, and said casing is provided with a plurality of flange portions projecting to a side of the casing adjacent the first main frame and is provided with a plurality of flange portions projecting to a side of the casing adjacent second main frame.

13. (Previously Presented) The riding simulation apparatus according to claim 1, wherein a casing of the control unit is centrally disposed between the left main frame and the right main frame such that a space is provided between left and right sides of the casing and the corresponding linear portion of the left and right main frames.

14-16. (Cancelled)

17. (Currently Amended) A riding simulation system for providing an operator with a simulated experience of a running condition of a motorcycle, said system comprising:

a display for displaying scenery viewable to the operator as a video image on the display, wherein said video image is simulated based on an operating condition designated by the operator through the operation of an operating condition simulating mechanism;

a steering handle mechanism including a steering stem, and an elongate steering handle capable of being gripped by the operator;

a body for rotatably securing said steering handle mechanism, the body comprising:

a pair of left and right main frames, each of which includes

a downwardly sloping linear portion,

a horizontal linear portion extending from a lower end of the downwardly sloping linear portion in a direction away from the operator of the simulation system, and

a stopper mechanism having a fixing bolt provided at a forward end of the horizontal linear portion,

~~a centrally located main frame,~~ and

a pair of left and right sub-frames, each of which is connected to a roughly central part of the corresponding downwardly sloping linear portion~~portions of the right and left main frames~~ so as to extend ~~from the left and right main frames~~ in a direction ~~away from the operator of the simulation systems~~substantially parallel to and under the corresponding horizontal portion;

a control unit for said system being mounted in a position directly between the downwardly extending linear portions ~~of said pair of main frames~~, the position of the control unit being rearward with respect to each of the sub-frames, and the fixing bolts at the forward ends of the horizontal linear portions.

~~wherein when said body is viewed in side view said linear portion of the left and right main frames can be seen to be oriented at an acute angle ά with respect to the steering stem.~~

18. (Previously Presented) The riding simulation system according to claim 1, wherein a forward end of the centrally located main frame disposed farthest away from the operator is connected to a cross frame bridging between forward ends of the sub-frames,

wherein a front face of the control unit, which is located rearwardly and separately of the cross frame, faces a rear side of the cross frame, and

a rear face of the control unit faces away from the operator.

19. (Previously Presented) The riding simulation system according to claim 17, wherein a forward end of the centrally located main frame disposed farthest away from the operator is connected to a cross frame bridging between forward ends of the sub-frames,

wherein a front face of the control unit, which is located rearwardly and separately of the cross frame, faces a rear side of the cross frame, and

a rear face of the control unit faces away from the operator.

20. (Previously Presented) The riding simulation system according to claim 1, wherein the body further comprises a cylinder portion for receiving a steering stem, and

wherein each of the right, left, and centrally located main frames has an upper end connected to the cylindrical portion.

21. (Previously Presented) The riding simulation system according to claim 17, wherein the body further comprises a cylinder portion for receiving a steering stem, and

wherein each of the right, left, and centrally located main frames has an upper end connected to the cylindrical portion.

22. (Previously Presented) The riding simulation system according to claim 17, wherein said riding simulation apparatus is adapted to be mounted on an elevated mounting surface, and

wherein said pair of left and right main frames is adapted to be secured to one side of the elevated mounting surface, and said centrally located main frame is adapted to be secured to an opposite side of the elevated mounting surface.